

PS & T&E COMMITTEES #2
October 17, 2011

MEMORANDUM

October 13, 2011

TO: Public Safety Committee
Transportation, Infrastructure, Energy and Environment Committee

FROM: Glenn Orlin, ^{Go}Deputy Council Staff Director

SUBJECT: Update – pedestrian safety programs

This is T&E and PS Committees' annual joint worksession to review progress on the County's pedestrian safety program. In August the program was reviewed by CountyStat; for background, the presentation materials are attached on ©1-10.

The following Executive Branch staff will attend this worksession to present the briefing and answer questions:

Art Holmes, Director, Department of Transportation
Al Roshdieh, Deputy Director, DOT
Emil Wolanin, Chief, Division of Traffic Engineering and Operations, DOT
Jeff Dunckel, Pedestrian Safety Coordinator, DOT
Captain Thomas Didone, Department of Police

CE's Pedestrian Safety Initiative –August 2011 Highlights:

August was dominated by the preparation and analysis of data for a presentation to CountyStat on August 26. The results were promising, as there is a recent trend of fewer pedestrian collisions and a decline in the severity of injuries resulting from pedestrian collisions. The reduction in number and severity of collisions could be attributed to reduced speeds of motorists, resulting from traffic calming and speed camera enforcement. While further analysis is required to confirm this, analysis of three major strategic components of the County Executive's Pedestrian Safety Initiative indicate there has been a decline of collisions in each of these components: 1) Targeted Engineering, Education, and Enforcement in High Incidence Areas (HIAs,) 2) Safe Routes to School, and 3) Traffic Calming.

County-wide Pedestrian Collisions:

There was a 15% decline in pedestrian collisions in the first six months of 2011, as compared to the five-year average (174 in 2011 compared to 204 for the five-year average.)

Severity of County-wide Pedestrian Collisions:

Prior to 2007, severe injuries -- where pedestrians were either killed or incapacitated from their collisions -- exceeded 30% of all pedestrian collisions. This percentage has been declining since 2007 to the current low of 24% for the first six months of 2011. Similarly, pedestrian fatalities for the first six months of 2011 are at an historic low of 4.

High Incidence Areas Collisions:

There was a 56% decline in pedestrian collisions in 2010, as compared to the preceding five-year average of collisions in the County's eight HIAs (18 in 2010 compared to 42 for the preceding five-year average.)

Safe Routes to School:

As of June 2011, there has been a 70% decline in pedestrian collision from the three years preceding engineering, education and enforcement actions at the first schools addressed under the Safe Routes to Schools program.

Traffic Calming:

As of June 2011, there has been an 18% decline in pedestrian collisions from the three years preceding engineering improvements at locations where traffic calming and enhanced pedestrian facilities were constructed. Nine of the eleven locations saw a reduction in speeding of 5 mph or more, dropping motorists' speeds close to posted speed limits.

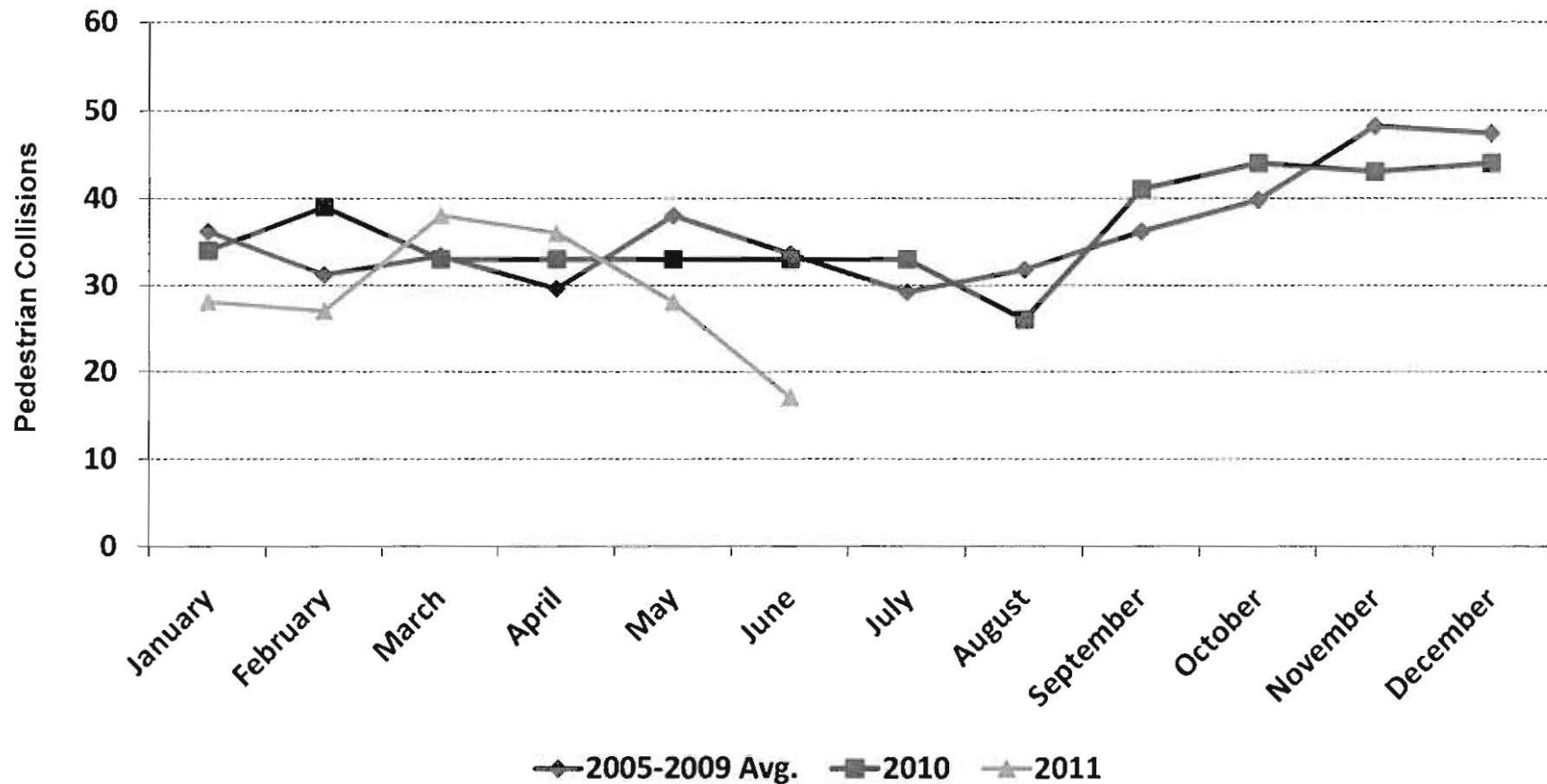
While it is still too early to conclude 2011 a success, the data from the first six months seems to indicate that strategies being employed under the Pedestrian Safety Initiative are having a positive effect, reducing the number and severity of pedestrian collisions where these strategies are enacted.

Montgomery County Pedestrian Collisions and Fatalities

	2005	2006	2007	2008	2009	2010	2011
January	36	31	32	48	34	34	28
February	28	28	33	30	37	39	27
March	37	28	34	37	31	33	38
April	26	25	35	34	28	33	36
May	27	36	34	47	46	33	28
June	41	33	29	24	41	33	17
Jan-Jun Subtotal	195	181	197	220	217	205	174
July	24	29	20	37	36	33	NA
August	28	37	26	36	32	26	
September	39	39	38	35	30	41	
October	48	42	37	31	41	44	
November	48	49	60	38	46	43	
December	52	52	34	47	52	44	
Total Collisions	434	429	412	444	454	436	174
Per 100,000	46.7	45.9	43.8	46.6	46.8	44.9	NA
% Level 4 & 5 (serious injuries)	30.0%	32.6%	29.4%	25.5%	28.8%	25.8%	23.6%
Total Fatalities	10	18	17	19	14	13	4
Per 100,000	1.1	1.9	1.8	2.0	1.4	1.3	NA

Source: Population estimates based on US Census data

Montgomery County Pedestrian Collisions



Pedestrian collision data demonstrated similar trends in the fall months in 2010 in comparison to the 2005-2009 average



Collisions in High Incidence Areas

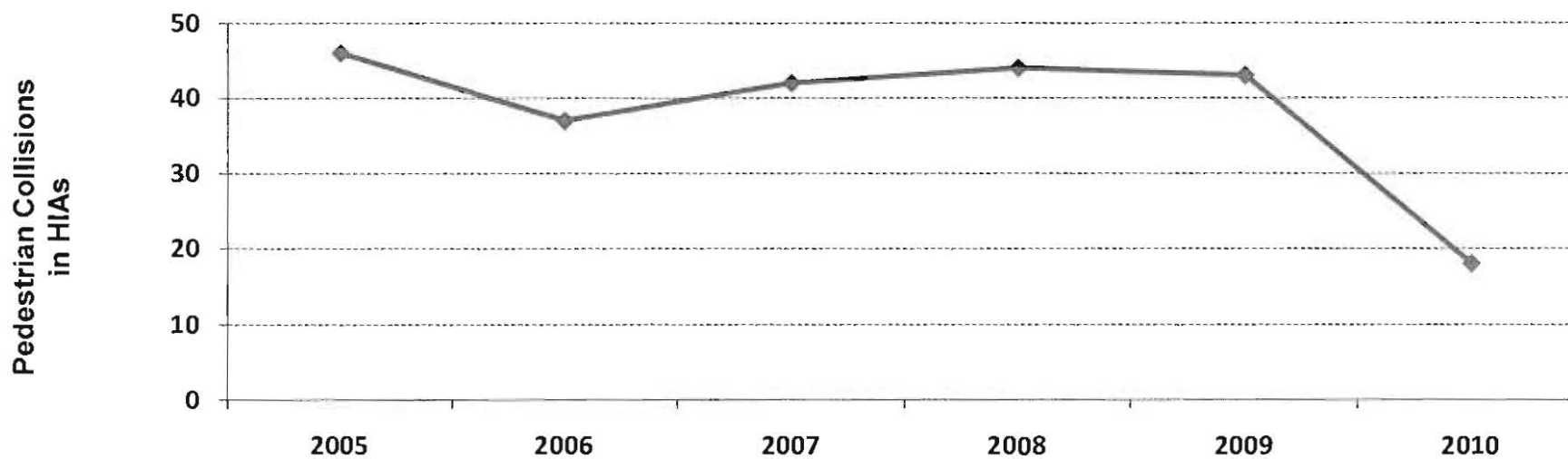
High Incidence Area	Date of PRSA Audit	Number of Pedestrian Collisions						
		2005	2006	2007	2008	2009	2010	TOTAL
Piney Branch	Oct 2008	10	10	8	7	8	3	46
Wisconsin Ave	Dec 2008	6	6	10	3	4	3	32
Georgia Ave	Mar 2009	4	7	5	7	10	4	37
Rockville Pike	Jun 2009	11	4	3	9	8	2	37
Four Corners	Jan 2010	4	4	7	5	0	1	21
Reedie Drive	Apr 2010	2	0	3	3	7	2	17
Randolph Road	Sep 2010	3	2	1	4	4	1	15
Connecticut Ave	May 2011	6	4	5	6	2	2	25
Total		46	37	42	44	43	18	

Year of PRSA Audit

Although there is a documented history of pedestrian safety crashes, the audits for these areas were conducted relatively recently.



Collisions in High Incidence Areas: Annual Trend



	2005	2006	2007	2008	2009	2010
HIA	46	37	42	44	43	18
Countywide	434	429	412	444	454	436
HIA as % of Total	11%	9%	10%	10%	9%	4%

Since the first PRSA in 2008, HIA collisions as a percent of total pedestrian collisions has decreased from 10% to 4%



Safe Routes to School: Collision Update

School Name	3 Years Before Treatment		After treatment	
	Time period	# of ped collisions	Time period (up to Jun 2011)	# of ped collisions
Stone Mill ES	3/2006 – 3/2009	2	2 yrs - 3 mos.	0
Olney ES	2/2006 – 2/2009	1	2 yrs - 4 mos.	4
Georgian Forest ES	3/2006 – 3/2009	6	2 yrs - 3 mos.	1
Kingsview MS	3/2006 – 3/2009	12	2 yrs - 3 mos.	1
Thurgood Marshall ES	3/2006 – 3/2009	1	2 yrs - 3 mos.	0
Flower Hill ES	6/2006 – 6/2009	7	2 yr - 0 mos.	0
Greenwood ES	4/2006 – 4/2009	2	2 yr - 2 mos.	1
Rosa Parks MS	4/2006 – 4/2009	2	2 yr - 2 mos.	0
Cannon Road ES	6/2006 – 6/2009	3	2 yr - 0 mos.	0
Clearspring ES	4/2006 – 4/2009	1	2 yr - 2 mos.	1
Total	360 Months	37	262 Months	8

Although the post treatment time period has not reached the full three years, initial data demonstrates the collision rate has declined from 1.23 to .37 incidents per year per location

Traffic Calming: Collisions Update

Project Name	Completion Date	Speeds (MPH)			Collisions 3 Years Before Treatment	Time period Since Treatment	Collisions Since Treatment
		Posted	Avg. Before	Avg. After			
Connecticut Ave	July-07	40	48	40	10	3 yrs.	4
Aspen Hill Dr	May-08	30	35	34	14	3 yrs.	3
Arcola Ave	Aug-08	30	42	32	3	2 yrs. 10 mos.	3
Fairland Rd	July-09	40	53	42	2	1 yr. 11 mos.	0
Calverton Blvd	July-09	30	41	35	1	1 yr. 11 mos.	1
Lockwood Dr	July-09	30	40	30	0	1 yr. 11 mos.	1
Sligo Ave	Sept-09	30	34	31	1	1 yr. 9 mos.	3
Carroll Ave	Nov-09	25	33	27	2	1 yr. 7 mos.	1
Spartan Rd	Nov-09	30	40	33	0	1 yr. 7 mos.	0
Dale Dr	Aug-10	30	39	34	0	10 mos.	0
Prince Phillip Dr	Jun-11	30	36	31	0	1 mo.	0



Speed decline ≥ 5 mph

Updated in 2011

High Incidence Areas Highlights and Recent Developments: Enforcement

Pedestrian Safety Enforcement Strategy – Two Phases

- Phase 1: “Contacts”
- Phase 2: Augment “Contacts” with Citations

Pedestrian Safety Enforcement Strategy – Four Elements

- Pedestrian Safety Initiative (Street Smart)
- Rotating Monthly Enforcement
- Random Enforcement
- SRTS Enforcement

Pedestrian Safety Initiative Enforcement Statistics (FY11)

Drivers	Oct-Dec	Jan-Mar	Apr-June	Total
Contacts	30	39	47	116
Citations	2	4	5	11
Total Intercepts	32	43	52	127
Pedestrians	Oct-Dec	Jan-Mar	Apr-June	Total
Contacts	476	926	1196	2598
Citations	2	6	3	11
Total Intercepts	478	932	1199	2609

While enforcement occurred in previous quarters, documentation of these efforts began in the 2nd quarter of FY11.

After an emphasis on “contacts” with drivers and pedestrians about appropriate behaviors, MCPD is entering the next phase which has a greater emphasis on citations (active enforcement) as part of a new Team-Based, Zero Tolerance strategy.



Other Programmatic Highlights: Pedestrian Signal Timing



Pedestrian Signal Timing Developed/Implemented

	FY11	Total (FY09 – FY11)
Ped Timing Upgrades Funded	67	242
New Ped Timing Implemented	56	244
Total County Traffic Signals	750	
Percent Implemented	33%	

- Total Program Cost = \$1.125M
- FY09 - FY11 Allocation = \$362K
- Implemented by coordinated groups of traffic signals
 - All timing parameters for all times of day
 - Requires jurisdictional coordination

From 2009 through 2011, pedestrian signal timing changes were found to not be required at three (3) intersections.

This involves an update of pedestrian signal timing at the County's 750 traffic signals based on the new 3.5 ft/sec walking speed. New ped timings have been developed 20 of the 21 traffic signals within the HIA's (8 implemented).



Other Programmatic Highlights: Annual Sidewalk, ADA and Bus Stop Programs

–Project Description

- Construction of new sidewalks
- Reconstruction of existing sidewalks and ramps to meet ADA requirements
- Construction of Bus Stops.

–Total Annual Budget: \$4.85 Million

⑩ –Total FY11 Accomplishments

- **5.8 miles** of new sidewalk
- **2.3 miles** of upgrades to sidewalk and ramps to meet ADA specifications
- **2.5 miles** of new bus stop-related sidewalks
- Total = Approximately **10.6 miles** of new sidewalks
- **258** concrete bus stop pads (22,805 square feet)

Falls Chapel Way and Old Columbia Pike Sidewalk Improvements

